



**CITY OF HUNTINGTON BEACH
PUBLIC WORKS COMMISSION
REQUEST FOR ACTION**

Item No. PWC 8-22

SUBMITTED TO: Chairman Rivera and Members of the Commission

SUBMITTED BY: Travis K. Hopkins, PE, Director of Public Works 

DATE: June 18, 2008

SUBJECT: Update of Speed Surveys and Speed Limits

Statement of Issue: The California Vehicle Code requires periodic review and updating of posted speed limits on various streets within the City. Posted limits enable the Police Department to continue using speed-measuring devices for enforcement.

Funding Source: Funds for the implementation of recommended speed limit changes are included in the Public Works Department operating budget.

Recommended Action: Motion to concur with staff's recommendation for posted speed limits as summarized in Attachment 1, mapped in Attachment 3, and presented in detail in Attachment 4, and recommend that the City Council take appropriate action to implement the speed limit changes.

The recommendation includes reaffirming current speed limits on 54 of the 66 surveyed street segments. Five mile per hour (mph) speed limit increases are recommended on the following four street segments:

- 1) Bolsa Chica Street from Edinger Avenue to Rancho Road - from 45 to 50 mph
- 2) Edwards Street from Warner Avenue to Edinger Avenue - from 40 to 45 mph
- 3) Promenade Parkway from Gothard Street to Main Street - from 30 to 35 mph
- 4) Yorktown Avenue from Lake Street to Beach Boulevard - from 35 to 40 mph

Five mile per hour speed limit decreases are recommended on the following eight street segments:

- 1) Bushard St. from Brookhurst St. to Hamilton Ave. - from 45 to 40 mph
- 2) Bushard St. from Hamilton Ave. to Indianapolis Ave. - from 45 to 40 mph
- 3) Bushard St. from Indianapolis Ave. to Yorktown Ave. - from 45 to 40 mph
- 4) Huntington St. from PCH to Atlanta Ave. - from 35 to 30 mph

G-2¹

Update of Speed Surveys and Speed Limits

June 18, 2008

Page 2

- 5) Lake St. from Orange Ave. to Indianapolis Ave. – from 35 to 30 mph
- 6) Newland St. from I-405 to Edinger Ave. – from 45 to 40 mph
- 7) Palm Ave. from Goldenwest St. to Seapoint Ave. – from 40 to 35 mph
- 8) Saybrook St. from Humboldt Dr. to Edinger Ave. – from 40 to 35 mph

Alternative Action(s): Identify conditions that warrant reconsideration of recommended speed limits as identified by the Public Works Commission.

Analysis: City staff has performed the three required elements used to establish posted speed limits in accordance with procedures adopted by the State of California. The three elements used to establish speed limits are:

- 1) Sample existing travel speeds at a representative location within the roadway segment.
- 2) Review the street segment to identify roadway characteristics and conditions that may not be readily apparent to motorists.
- 3) Review accident history.

The review of travel speeds is used to establish a baseline speed limit for a roadway segment. Roadways where all conditions are readily apparent to motorists and do not affect the safe operating speed for the street, and no accident history that may be indicative of these types of conditions exists, generally have a posted speed limit based on the 85th percentile speed or the prevailing speed of traffic (nearest 5 mph increment). When conditions warrant, the State of California procedures for establishing posted speed limits allow for posted speed limits to be reduced by a maximum 5 mph. Applying this reduction requires engineering evaluation and documentation of conditions to demonstrate the need for the lowered speed limit. Case law has shown that the courts will not support speed limit postings that appear to be arbitrary and without demonstrated sound technical support.

Staff has identified several characteristics within most of the roadway segments which may not be apparent to motorists and that would also make a speed limit posting near the 85th percentile speed undesirable under most conditions. In many cases, the conclusions regarding these conditions are supported by the calculated 3-year accident rate for various street segments as shown on the traffic engineering speed survey sheets.

As part of the report to the City Council, staff is including minor amendments to the current Speed Limits Ordinance, Huntington Beach Municipal Code 10.12.

G-2²

Update of Speed Surveys and Speed Limits

June 18, 2008

Page 3

To simplify the process and in accordance with current recommended practices for posting speed limits, several street segments on Garfield Avenue and Edwards Street are being consolidated into longer segments. Staff is recommending the elimination of Los Patos Avenue as a street requiring an engineering and traffic survey since it meets basic requirements for a residential street zone and a 25 mph speed limit posting. Staff recommends removal of Beach Boulevard and Pacific Coast Highway from our local ordinance since the City does not have jurisdiction over the posting of speed limits on state highways. Staff is recommending one new segment to the ordinance – Quarterhorse Lane south of Ellis Avenue.

Staff has coordinated the speed limit update with the Police Department personnel and they have indicated support for the recommended changes.

Attachments:

- 1) Summary Table of Recommended Speed Limits
- 2) Municipal Code Chapter 10.12 – Speed Limits – Amendments
- 3) Map of Recommended Speed Limits
- 4) Traffic Engineering Speed Survey Sheets

G-2³

G-2⁴

ATTACHMENT #1

SUMMARY OF RECOMMENDED SPEED LIMITS - JUNE 2008

STREET	SEGMENT	EXISTING POSTED SPEED	RECOMMENDED NEW SPEED LIMIT	85th% SPEED
Adams	Lake - Beach	40	40	46
Algonquin	Warner - Heil	35	35	37
Argosy	Bolsa Chica - Graham	40	40	38
Banning	Magnolia - Brookhurst	35	35	42
Bolsa	Bolsa Chica - Springdale	45	45	41
Bolsa Chica	Edinger - Rancho	45	50	52
Brookhurst	PCH - Banning	50	50	52
	Banning - Atlanta	45	45	52
	Atlanta - Adams	45	45	50
	Adams - Garfield	45	45	49
Bushard	Brookhurst - Hamilton	45	40	47
	Hamilton - Indianapolis	45	40	47
	Indianapolis - Yorktown	45	40	47
	Yorktown - Garfield	45	45	50
Center	Gothard - Beach	35	35	39
Channel	Admiralty - Gilbert	30	30	31
Clay	Main - Beach	30	30	33
Coldwater	Adams - Yorktown	30	30	37
Countess	Portofino - Edinger	30	30	32
Davenport	Edgewater - Algonquin	35	35	34
Delaware	Atlanta - Adams	35	35	43
	Adams - Garfield	35	35	39
Edinger	(West) City Limit - Bolsa Chica	45	45	44
Edwards	Garfield - Warner	40	40	47
	Warner - Edinger	40	45	47
	Edinger - Bolsa	40	40	44
Florida	Garfield - Main	30	30	35
Garfield	Seapoint - Goldenwest	45	45	47
Graham	(South) City Limit - Slater	35	35	42
Hamilton	Newland - Magnolia	45	45	42
	Magnolia - (East) City Limit	45	45	46
Heil	Bolsa Chica - Springdale	40	40	47
	Springdale - Goldenwest	40	40	46
	Beach - Newland	40	40	42
Huntington	PCH - Atlanta	35	30	36
	Atlanta - Yorktown	30	30	30
Lake	Orange - Indianapolis	35	30	37
	Indianapolis - Adams	35	35	38
	Adams - Yorktown	35	35	39
Main Street	6th - Adams	30	30	36
McFadden	Bolsa Chica - Chemical	25	25	32
	Chemical - Graham	35	35	40
Newland	Adams - Garfield	45	45	47
	Garfield - Talbert	45	45	48
	I-405 - Edinger	45	40	45

G-2⁵

SUMMARY OF RECOMMENDED SPEED LIMITS - JUNE 2008

STREET	SEGMENT	EXISTING POSTED SPEED	RECOMMENDED NEW SPEED LIMIT	85th% SPEED
Orange	1st - 17th	30	30	31
	17th - Goldenwest	30	30	33
Palm	Main - Goldenwest	30	30	30
	Goldenwest - Seapoint	40	35	37
Peninsula	Summit - Garfield	35	35	35
Promenade	Gothard - Main	30	35	37
QuarterHorse	Ellis- End	25	25	28
Rancho	Bolsa Chica - City Limits	40	40	45
Saybrook	Davenport - Humboldt	30	30	34
	Humboldt - Edinger	40	35	35
Seapoint	PCH Garfield	40	40	41
Sher	Juliette Low - Edinger	30	25	27
Skylab	Springdale - Delta	40	40	44
Springdale	McFadden - (North) City Limit	45	45	45
Summit	Seapoint - Goldenwest	35	35	38
Varsity	Edwards - Talbert	30	30	36
Warner	Algonquin - Graham	45	45	47
	Graham - Edwards	45	45	50
	Edwards - Goldenwest	45	45	49
Yorktown	Goldenwest -Lake	35	35	41
	Lake - Beach	35	40	44

Bold

Indicates segment with recommended speed limit decrease



Indicates segment with recommended speed limit increase

G-2⁶

G-2⁷

ATTACHMENT #2

Chapter 10.12

SPEED LIMITS

(1935-11/74, 1947-12/74, 1997-9/75, 2066-7/76, 2316-10/78, 2325-11/78, 2358-5/79, 2388-9/79, 2421-5/80, Urg Ord 2422-3/80, 2432-6/80, 2527-2/82, 2624-7/83, 2654-11/83, 2670-11/83, 2715-9/84, 2878-12/86, 2883-12/86, 3133-8/92, 3187-3/93, 3188-3/93, Urg. 3204-7/93, 3230-4/94, 3272-1/95, 3328-6/96, 3380-12/97, 3383-3/98, 3448-1/00, Urg. 3476-9/00, 3479-12/00, 3495-5/01, 3555-6/02, 3693-2/05)

Sections:

- 10.12.010 Twenty-five m.p.h. prima facie speed limit
- 10.12.020 Thirty m.p.h. prima facie speed limit
- 10.12.030 Thirty-five m.p.h. prima facie speed limit
- 10.12.040 Forty m.p.h. prima facie speed limit
- 10.12.050 Forty-five m.p.h. prima facie speed limit
- 10.12.060 Fifty m.p.h. prima facie speed limit
- 10.12.065 Fifty-five m.p.h. prima facie speed limit
- 10.12.070 Speed limits on state highways
- 10.12.080 Speed limits enumerated

10.12.010 Twenty-five m.p.h. prima facie speed limit. Unless stated otherwise, upon the basis of an engineering and traffic survey of the portions of the streets hereinafter set forth, the City Council determines and declares that the prima facie speed limit of twenty-five (25) miles per hour would facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon said streets and that the prima facie limit of speed on a portion of the following streets as listed in Section 10.12.080 shall be and is twenty-five (25) miles per hour. (1935-11/74, 1947-12/74, 2066-7/76, 2421-5/80, 2883-12/86, 3133-8/92, 3272-1/95, 3380-12/97)

10.12.020 Thirty m.p.h. prima facie speed limit. Unless stated otherwise, upon the basis of an engineering and traffic survey of the portions of the streets hereinafter set forth, the City Council determines and declares that a speed greater than the prima facie speed limit of twenty-five (25) miles per hour would facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon said streets; that a prima facie speed limit of thirty (30) miles per hour is the most appropriate to facilitate the orderly movement of traffic and is reasonable and safe; and that the prima facie limit of speed on a portion of the said streets as listed in Section 10.12.080 shall be and is thirty (30) miles per hour. (1935-11/74, 1947-12/74, 1997-9/75, 2066-7/76, 2388-9/79, 2432-6/80, 2527-2/82, 3133-8/92, 3230-4/94, 3272-1/95, 3380-12/97)

10.12.030 Thirty-five m.p.h. prima facie speed limit. Unless stated otherwise, upon the basis of an engineering and traffic survey of the portions of the streets hereinafter set forth, the City Council determines and declares that a speed greater than the prima facie speed limit of twenty-five (25) miles per hour would facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon said streets; that a prima facie speed limit of thirty-five (35) miles per hour is the most appropriate to facilitate the orderly movement of traffic and is reasonable and safe; and that the prima facie limit of speed on a portion of the said streets as listed in Section 10.12.080 shall be and is thirty-five (35) miles per hour. (1935-11/74, 1947-12/74, 2358-5/79, Urg Ord 2422-3/80, 2527-2/82, 2654-11/83, 2670-11/83, 2715-9/84, 2878-12/86, 3133-8/92, 3230-4/94, 3272-1/95, 3380-12/97)

G-2⁸

10.12.040 Forty m.p.h. prima facie speed limit. Unless stated otherwise, upon the basis of an engineering and traffic survey of the portions of the streets hereinafter set forth, the City Council determines and declares that a speed greater than the prima facie speed limit of twenty-five (25) miles per hour would facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon said streets; that a prima facie speed limit of forty (40) miles per hour is the most appropriate to facilitate the orderly movement of traffic and is reasonable and safe; and that the prima facie limit of speed on a portion of the said streets as listed in Section 10.12.080 shall be and is forty (40) miles per hour. (1935-11/74, 1947-12/74, 1997-9/75, 2066-7/76, 2316-10/78, 2358-5/79, 2421-5/80, 2432-6/80, 2527-2/82, 2624-7/83, 2715-9/84, 2878-12/86, 2883-12/86, 3133-8/92, 3230-4/94, 3272-1/95, 3380-12/97)

10.12.050 Forty-five m.p.h. prima facie speed limit. Unless stated otherwise, upon the basis of an engineering and traffic survey of the portions of streets hereinafter set forth, the City Council determines and declares that a speed greater than the prima facie speed limit of twenty-five (25) miles per hour would facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon said streets; that a prima facie speed limit of forty-five (45) miles per hour is the most appropriate to facilitate the orderly movement of traffic and is reasonable and safe; and that the prima facie limit of speed on a portion of the said streets as listed in Section 10.12.080 shall be and is forty-five (45) miles per hour. (1935-11/74, 1947-12/74, 2358-5/79, 2388-9/79, Urg Ord 2422-3/80, 3133-8/92, 3187-3/93, 3188-3/93, Urg. 3204-7/93, 3230-4/94, 3272-1/95, 3380-12/97)

10.12.060 Fifty m.p.h. prima facie speed limit. Unless stated otherwise, upon the basis of an engineering and traffic survey of the portions of the streets hereinafter set forth, the City Council determines and declares that a speed greater than the prima facie speed limit of twenty-five (25) miles per hour would facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon said streets; that a prima facie speed limit of fifty (50) miles per hour is the most appropriate to facilitate the orderly movement of traffic and is reasonable and safe; and that the prima facie limit of speed on a portion of the said streets as listed in Section 10.12.080 shall be and is fifty (50) miles per hour. (1935-11/74, 1947-12/74, 3133-8/92, Urg. 3204-7/93, 3230-4/94, 3380-12/97)

10.12.065 Fifty-five m.p.h. prima facie speed limit. Unless stated otherwise, upon the basis of an engineering and traffic survey of the portions of streets hereinafter set forth, the City Council determines and declares that a speed greater than the prima facie speed limit of twenty-five (25) miles per hour would facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon said streets; that a prima facie speed limit of fifty-five (55) miles per hour is the most appropriate to facilitate the orderly movement of traffic and is reasonable and safe; and that the prima facie limit of speed on a portion of the said streets as listed in Section 10.12.080 shall be and is fifty-five (55) miles per hour. (3133-8/92, 3230-4/94, 3380-12/97)

10.12.070 Speed limits on state highways. The State of California has established that orderly movement of vehicular traffic requires that a reasonable and safe limit be placed upon said streets and that the prima facie limit of speed on a portion of the following streets shall be and is as listed in Section 10.12.080. (3133-8/92)

10.12.080 Speed limits enumerated. Streets are listed alphabetically and categorized up (North) and to the right (East). An asterisk (*) denotes speed limit not set by survey. (3133-8/92, 3230-4/94, 3328-6/96, 3380-12/97, 3383-3/98, 3448-1/00, Urg. 3476-9/00, 3479-12/00, 3555-6/02, 3693-2/05)

G-2⁹

STREET		BETWEEN	SPEED
1st	PCH	Atlanta	35
Adams	17th	Main Street	25
	Main Street	Lake Street	25
	Lake Street	Beach	40
	Beach	Newland	45
	Newland	Magnolia	45
	Magnolia	Bushard	45
	Bushard	Brookhurst	45
	Brookhurst	Santa Ana River	45
Algonquin	Warner	Heil	35
Argosy	Bolsa Chica	Graham	40
Atlanta	1st	Delaware	30
	Delaware	Beach	35
	Beach	Newland	40
	Newland	Magnolia	45
	Magnolia	Brookhurst	45
Banning	Magnolia	Brookhurst	35
Beach (State Route 39)	Pacific Coast Hwy	1320' N/O Ellis	50
	Postmile 0.0	Postmile 3.25	
	1320' N/O Ellis	North City Limit	45
	Postmile 3.25		
Bolsa	Bolsa Chica	Springdale	45
	Springdale	Edwards	45
	Edwards	Goldenwest	40
Bolsa Chica	South City Limit	Warner	30
	Warner	Heil	45
	Heil	Edinger	45
	Edinger	Rancho	50 45
Brookhurst	PCH	Banning	50
	Banning	Atlanta	45
	Atlanta	Adams	45
	Adams	Garfield	45
Bushard	Brookhurst	Hamilton	40 45
	Hamilton	Indianapolis	40 45
	Indianapolis	Yorktown	40 45
	Yorktown	Garfield	45 45
Center	Gothard	I-405 Fwy	35
Channel	Admiralty	Gilbert	30
Clay	Main	Beach	30
Coldwater	Adams	Yorktown	30
Countess	Portofino	Edinger	30
Davenport	Edgewater	Algonquin	35

G-2¹⁰

STREET	BETWEEN		SPEED
Delaware	Atlanta	Adams	35
	Adams	Garfield	35
	Garfield	Main	35
Edinger	West City Limit	Bolsa Chica	45
	Bolsa Chica	Graham	45
	Graham	Springdale	45
	Springdale	Edwards	45
	Edwards	Golden West	40
	Golden West	Gothard	40
	Gothard	Beach	40
	Beach	Newland	40
Edwards	Garfield	Ellis Warner	40
	Ellis	Varsity	40
	Varsity	Slater	40
	Slater	Warner	40
	Warner	Heil Edinger	40
	Heil	Edinger	40
	Edinger	McFadden Bolsa	40
	McFadden	Bolsa	40
	Bolsa	North City Limit	40
Ellis	Edwards	Golden West	45
	Golden West	Gothard	45
	Gothard	Delaware	40
	Delaware	Beach	35
	Beach	Newland	40
Florida	Garfield	Main	30
Garfield	Seapoint	Edwards Goldenwest	45
	Edwards	Golden West	45
	Golden West	Main Street	45
	Main Street	Beach	35
	Beach	Newland	40
	Newland	Magnolia	45
	Magnolia	Bushard	45
	Bushard	Brookhurst	45
Goldenwest	Brookhurst	Ward	45
	PCH	Palm	50
	Palm	Yorktown	50
	Yorktown	Ellis	50
	Ellis	Talbert	50
	Talbert	Slater	50
	Slater	Warner	45
	Warner	Heil	45
	Heil	Edinger	45
	Edinger	McFadden	45
	McFadden	Bolsa	45

G-2''

STREET	BETWEEN		SPEED
Gothard	Garfield	Ellis	40
	Ellis	Talbert	40
	Talbert	Slater	40
	Slater	Warner	40
	Warner	Heil	40
	Heil	Edinger	40
	Edinger	Center	40
	Center	McFadden	40
	Main	Garfield	40
Graham	South City Limit	Slater	35
	Slater	Warner	40
	Warner	Heil	35
	Heil	Edinger	40
	Edinger	McFadden	45
	McFadden	Bolsa	45
Hamilton	Newland	Magnolia	45
	Magnolia	East City Limit	45
Heil	Saybrook	Bolsa Chica	35
	Bolsa Chica	Springdale	40
	Springdale	Golden West	40
	Golden West	Beach	40
	Beach	Newland	40
	Newland	East City Limit	35
Huntington	PCH	Atlanta	30 35
	Atlanta	Yorktown	30
	Yorktown	Taylor	25
Indianapolis	Lake	Beach	30
	Beach	Newland	40
	Newland	Magnolia	40
	Magnolia	Bushard	40
	Bushard	Brookhurst	40
Lake	Orange	Indianapolis	30 35
	Indianapolis	Adams	35
	Adams	Yorktown	35
Los Patos	Warner	Bolsa Chica	30
Magnolia	PCH	Banning	40
	Banning	Hamilton	45
	Hamilton	Atlanta	45
	Atlanta	Indianapolis	45
	Indianapolis	Adams	45
	Adams	Yorktown	45
	Yorktown	Garfield	45
	Warner	I-405 (San Diego Fwy)	45
Main Street	PCH	6th	25
	6 th	Adams	30
	Adams	Yorktown	35
	Yorktown	Garfield	40
	Garfield	Delaware	40
	Delaware	Ellis/Beach	35

STREET	BETWEEN		SPEED
McFadden	Bolsa Chica	Chemical	25
	Chemical	Graham	35
	Graham	Springdale	45
	Springdale	Edwards	45
	Edwards	Golden West	45
	Golden West	Gothard	45
	Gothard	East City Limit	40
Newland	PCH	Hamilton	35
	Hamilton	Atlanta	45
	Atlanta	Indianapolis	45
	Indianapolis	Adams	45
	Adams	Garfield	45
	Garfield	Talbert	45
	Talbert	Warner	45
	Warner	Heit I-405	45
	Heit I-405	Edinger	40 45
Orange	1st	17 th	30
	17th	Golden West	30
PCH (State Route 1)	South City Limit	Brookhurst	55
	Brookhurst	Magnolia	55
	Magnolia	Newland	55
	Newland	900' S/O Beach	55
	900' S/O Beach	Huntington	45
	Huntington	800' N/O Huntington	45
	800' N/O Huntington	Main	35
	Main	160' S/O 12th	35
	160' S/O 12th	17th	45
	17th	150' S/O 20th	45
	150' S/O 20th	20th	50
	20th	Golden West	50
	Golden West	6200' N/O Golden West	50
	6200' N/O Golden West	800' S/O Warner	55
	800' S/O Warner	North City Limits	40
Palm	Main	Golden West	30
	Golden West	Seapoint	35 40
Parkside	Holt	Edinger	30
Peninsula	Summit	Garfield	35
Promenade	Gothard	Main	35 30
Rancho	Bolsa Chica	North/East City Limits	40
Saybrook	Davenport	Humboldt	30
	Humboldt	Edinger	35 40
17th	PCH	Palm	35
	Palm	Main	35
	Huntington	Florida	25

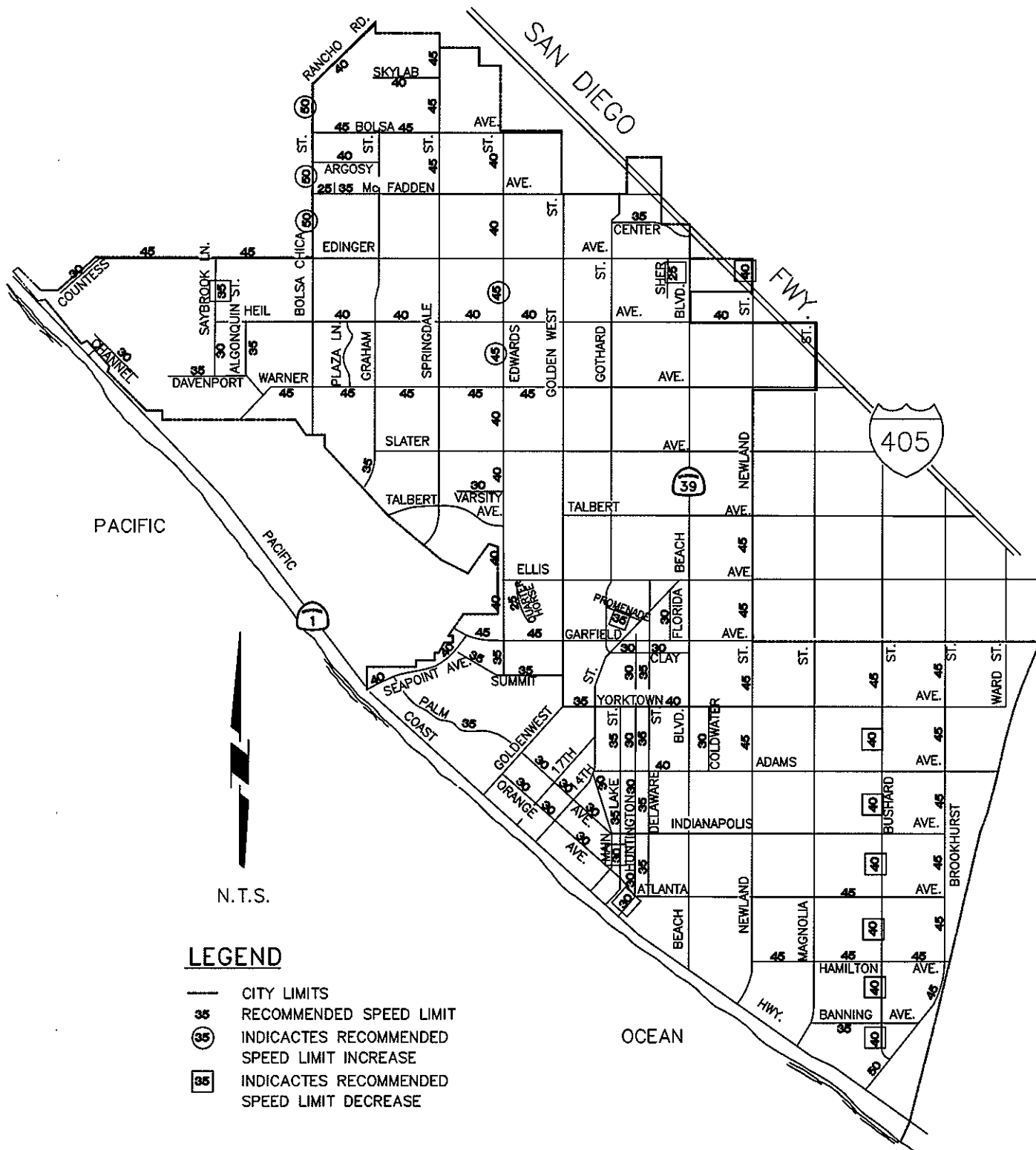
G-2¹³

STREET	BETWEEN	SPEED
Seapoint	PCH	Garfield 40
Sher	Juliette Low	Edinger 25 30
Slater	Graham	Springdale 45
	Springdale	Edwards 45
	Edwards	Golden West 45
	Golden West	Gothard 45
	Gothard	Beach 40
	Beach	Newland 40
Springdale	South City Limit	Talbert 45
	Talbert	Slater 40
	Slater	Warner 45
	Warner	Heil 45
	Heil	Edinger 45
	Edinger	McFadden 45
	McFadden	North City Limits 45
Skylab	West of Rancho Rd	Springdale 40
Summit	Seapoint	Golden West 35
Talbert	West City Limit	Edwards 40
	Golden West	Gothard 40
	Gothard	Beach 45
	Beach	Newland 45
Varsity Drive	Edwards	Talbert 30
Ward	Yorktown	Garfield 45
Warner	PCH	Algonquin 50
	Algonquin	Graham 45
	Graham	Edwards 45
	Edwards	Golden West 45
	Golden West	Gothard 45
	Gothard	Beach 45
	Beach	Newland 45
	Newland	Magnolia 45
Yorktown	Golden West	Lake 35
	Lake Street	Beach 40 35
	Beach	Newland 40
	Newland	Magnolia 40
	Magnolia	Bushard 40
	Bushard	Brookhurst 45
	Brookhurst	Ward 45

G-2¹⁴

G-2¹⁵

ATTACHMENT #3



G-2¹⁷

ATTACHMENT #4

MPH	EB	WB	TOTAL
70			0
69			0
68			0
67			0
66			0
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54		2	2
53			0
52		1	1
51			0
50	2	1	3
49	1	1	2
48	1	4	5
47	1	2	3
46	2		2
45	4	3	7
44	2	2	4
43	3	2	5
42	6	5	11
41	2	3	5
40	2	2	4
39	6	5	11
38	4	2	6
37	3	4	7
36	4	5	9
35	3	2	5
34		1	1
33	2	2	4
32	1		1
31			0
30			0
29		1	1
28			0
27	1		1
26			0
25			0
24			0
23			0
22			0
21			0
20			0

CITY OF HUNTINGTON BEACH, CA
Traffic Engineering Speed Survey

Street Surveyed Adams

Between Lake and Beach

Date Surveyed 4/16/2008

Time Surveyed 11:10am - 11:21am

85th % 46 M.P.H.

Pace 36 - 45 M.P.H.

% In Pace 69%

Of Vehicles 100

Posted Speed Limit 40

New Speed Limit 40

Accident Rate (Acc/MVM) HB= 0.94 STATE= 3.35

Performed By Antonio

Approved: City Of Huntington Beach

Date:

Bob Stachelski, Transportation Manager
R.T.E. 1651

Remarks Numerous alleys, driveways, heavy on street parking,
limited sight distance. Existing 45 mph
east of Beach Blvd & 25 mph west of Lake St.
Combination of design speed and adjacent segment
speed transition supports posting at 5 mph less than
85th percentile speed for safe and efficient traffic
flow and access.

of Lanes ☐ Two ☐ Three ☒ Four ☐ Six Other

Median ☒ Raised ☒ Painted ☐ Painted Center Line

Bike Lanes ☒ Yes ☐ No

Grading ☒ Flat ☐ Sloped ☐ OCFCD Channel

Parking ☒ Yes ☐ No

Land Use ☒ Commercial ☐ Industrial ☐ Residential

Complete section below to certify a copy of this original survey.

This document is a correct copy of the original in the PW Dept.

Date	Sign	Title
City of Huntington Beach CA Public Works Department		

G-218

MPH	NB	SB	TOTAL
70			0
69			0
68			0
67			0
66			0
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44		3	3
43			0
42	1		1
41	1	2	3
40	2		2
39	3	2	5
38	1	2	3
37	4		4
36	3	3	6
35	6	4	10
34	6	6	12
33	2	6	8
32	4	3	7
31	5	5	10
30	1	4	5
29	4		4
28	2	5	7
27	2	3	5
26	2	2	4
25			0
24	2		2
23			0
22			0
21			0
20			0

CITY OF HUNTINGTON BEACH, CA
Traffic Engineering Speed Survey

Street Surveyed Algonquin

Between Warner and Heil

Date Surveyed 4/24/2008

Time Surveyed 10:53am - 11:12am

85th % 37 M.P.H.

Pace 27 - 36 M.P.H.

% In Pace 73%

Of Vehicles 101

Posted Speed Limit 35

New Speed Limit 35

Accident Rate (Acc/MVM) HB= 3.88 STATE= 3.05

Performed By Antonio

Approved: City Of Huntington Beach

Date:

Bob Stachelski, Transportation Manager
R.T.E. 1651

Remarks Commercial/Residential, school on street parking, limited
sight distance to driveways - two way left turn pocket

of Lanes ☒ Two ☐ Three ☐ Four ☐ Six Other _____

Median ☐ Raised ☒ Painted ☐ Painted Center Line

Bike Lanes ☒ Yes ☐ No

Grading ☒ Flat ☐ Sloped ☐ OCFCD Channel

Parking ☒ Yes ☐ No

Land Use ☒ Commercial ☐ Industrial ☒ Residential

Complete section below to certify a copy of this original survey.

This document is a correct copy of the original in the PW Dept.

Date	Sign	Title
City of Huntington Beach CA Public Works Department		

G-2¹⁹

MPH	WB	EB	TOTAL
70			0
69			0
68			0
67			0
66			0
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56		1	1
55			0
54			0
53			0
52	1		1
51			0
50			0
49			0
48	1		1
47			0
46	1		1
45			0
44		1	1
43			0
42		1	1
41	2	1	3
40		2	2
39		4	4
38	4	4	8
37	1	4	5
36	3	2	5
35	5	4	9
34	4	5	9
33	2	2	4
32	6	6	12
31	2	2	4
30	3	5	8
29	1	1	2
28	4	1	5
27	3	1	4
26	3		3
25		1	1
24	2		2
23	1		1
22			0
21	1		1
20			0

CITY OF HUNTINGTON BEACH, CA
Traffic Engineering Speed Survey

Street Surveyed Argosy

Between Bolsa Chica and Graham

Date Surveyed 4/29/2008

Time Surveyed 8:36am - 8:55am

85th % 38 M.P.H.

Pace 30 - 39 M.P.H.

% In Pace 69%

Of Vehicles 98

Posted Speed Limit 40

New Speed Limit 40

Accident Rate (Acc/MVM) HB= 2.83 STATE= 3.05

Performed By Antonio

Approved: City Of Huntington Beach

Date:

Bob Stachelski, Transportation Manager
R.T.E. 1651

Remarks Local street on FAU map, low accident rate

of Lanes ☒ Two ☐ Three ☐ Four ☐ Six Other _____

Median ☐ Raised ☐ Painted ☒ Painted Center Line

Bike Lanes ☐ Yes ☒ No

Grading ☒ Flat ☐ Sloped ☐ OCFCD Channel

Parking ☒ Yes ☐ No

Land Use ☐ Commercial ☒ Industrial ☐ Residential

Complete section below to certify a copy of this original survey.

This document is a correct copy of the original in the PW Dept.

Date

Sign

Title

City of Huntington Beach CA Public Works Department

G-2²⁰

MPH	NB/SB	EB/WB	TOTAL
70			0
69			0
68			0
67			0
66			0
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50		1	1
49		2	2
48		2	2
47		0	0
46		2	2
45		2	2
44		6	6
43		4	4
42		8	8
41		6	6
40		6	6
39		9	9
38		10	10
37		7	7
36		9	9
35		10	10
34		10	10
33		7	7
32		3	3
31		4	4
30		3	3
29		2	2
28		2	2
27		5	5
26		2	2
25		1	1
24			0
23			0
22			0
21			0
20			0

CITY OF HUNTINGTON BEACH, CA
Traffic Engineering Speed Survey

Street Surveyed Banning Ave

Between Magnolia St. to Brookhurst St.

Date Surveyed 4/7/2008

Time Surveyed 9:25 am to 10:05 am

85th % 42

Pace 33 - 42 M.P.H.

% In Pace 67%

Of Vehicles 123

Posted Speed Limit 35

New Speed Limit 35

Accident Rate (Acc/MVM) HB= 1.05 STATE= 3.05

Performed By Jim Escutia

Approved: City Of Huntington Beach

Date:

Bob Stachelski, Transportation Manager
R.T.E. 1651

Remarks Sight distance, design speed and high volumes of

elementary school pedestrian traffic support a 5 mph reduction from

the 85th percentile speed for safe and orderly movement of vehicles.

All-way stop at Bushard/Banning. Significant school pedestrian

activity. Intervening tract entrances with multiple street trees.

of Lanes ☒ Two ☐ Three ☐ Four ☐ Six Other

Median ☐ Raised ☒ Painted ☐ Painted Center Line

Bike Lanes ☒ Yes ☐ No

Grading ☒ Flat ☐ Sloped ☐ OCFCD Channel

Parking ☒ Yes ☐ No

Land Use ☒ Commercial ☐ Industrial ☐ Residential

Complete section below to certify a copy of this original survey.

This document is a correct copy of the original in the PW Dept.

Date	Sign	Title
City of Huntington Beach CA Public Works Department		

G-2 ^{2/}

MPH	NB	SB	TOTAL
70			0
69			0
68			0
67			0
66			0
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47		1	1
46	1		1
45			0
44	1	1	2
43	2		2
42	5	5	10
41	4	5	9
40	6	3	9
39	3	3	6
38	6	5	11
37	5	6	11
36	7	4	11
35	1	6	7
34	4	3	7
33	2	1	3
32		5	5
31	1	2	3
30			0
29		1	1
28			0
27	1		1
26			0
25		1	1
24		1	1
23	1		1
22			0
21			0
20			0

CITY OF HUNTINGTON BEACH, CA
Traffic Engineering Speed Survey

Street Surveyed Bolsa

Between Bolsa Chica and Springdale

Date Surveyed 4/29/2008

Time Surveyed 8:59am - 9:13am

85th % 41 M.P.H.

Pace 33 - 42 M.P.H.

% In Pace 82%

Of Vehicles 103

Posted Speed Limit 45

New Speed Limit 45

Accident Rate (Acc/MVM) HB= 0.48 STATE= 2.10

Performed By Antonio

Approved: City Of Huntington Beach

Date:

Bob Stachelski, Transportation Manager
R.T.E. 1651

Remarks Limited access, low accident rate, 45 mph in

Westminister

of Lanes ☐ Two ☐ Three ☐ Four ☒ Six Other _____

Median ☒ Raised ☐ Painted ☐ Painted Center Line

Bike Lanes ☒ Yes ☐ No

Grading ☒ Flat ☐ Sloped ☐ OCFCD Channel

Parking ☐ Yes ☒ No

Land Use ☐ Commercial ☒ Industrial ☐ Residential

Complete section below to certify a copy of this original survey.

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Date	Sign	Title
City of Huntington Beach CA Public Works Department		

G-2 ²²

MPH	NB/SB	EB/WB	TOTAL
70			0
69			0
68			0
67			0
66			0
65	1		1
64	0		0
63	0		0
62	0		0
61	1		1
60	0		0
59	0		0
58	0		0
57	3		3
56	3		3
55	3		3
54	5		5
53	7		7
52	8		8
51	5		5
50	4		4
49	6		6
48	8		8
47	9		9
46	11		11
45	15		15
44	14		14
43	8		8
42	9		9
41	7		7
40	7		7
39	3		3
38	4		4
37	0		0
36	2		2
35	1		1
34	0		0
33	0		0
32	1		1
31			0
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0

CITY OF HUNTINGTON BEACH, CA
Traffic Engineering Speed Survey

Street Surveyed Bolsa Chica St.

Between Edinger Ave to Rancho Rd

Date Surveyed 4/23/2008

Time Surveyed 10:00 am to 10:40 am

85th % 52

Pace 40-49 mph

% In Pace 65%

Of Vehicles 145

Posted Speed Limit 45

New Speed Limit 50

Accident Rate (Acc/MVM) HB= 0.46 STATE= 2.40

Performed By Jim Escutia

Approved: City Of Huntington Beach

Date:

Bob Stachelski, Transportation Manager
R.T.E. 1651

Remarks

of Lanes ☐ Two ☐ Three ☐ Four ☒ Six Other

Median ☒ Raised ☐ Painted ☐ Painted Center Line

Bike Lanes ☒ Yes ☐ No

Grading ☒ Flat ☐ Sloped ☐ OCFCD Channel

Parking ☐ Yes ☒ No

Land Use ☒ Commercial ☒ Industrial ☐ Residential

Complete section below to certify a copy of this original survey.

This document is a correct copy of the original in the PW Dept.

Date

Sign

Title

City of Huntington Beach CA Public Works Department

G-2²³

MPH	NB/SB	EB/WB	TOTAL
70			0
69			0
68			0
67			0
66			0
65			0
64			0
63			0
62	1		1
61	0		0
60	1		1
59	2		2
58	0		0
57	3		3
56	3		3
55	2		2
54	3		3
53	5		5
52	4		4
51	8		8
50	15		15
49	6		6
48	12		12
47	6		6
46	15		15
45	8		8
44	10		10
43	9		9
42	3		3
41	5		5
40	2		2
39	3		3
38	0		0
37	3		3
36			0
35			0
34			0
33			0
32			0
31			0
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0

CITY OF HUNTINGTON BEACH, CA
Traffic Engineering Speed Survey

Street Surveyed Brookhurst St

Between PCH to Banning

Date Surveyed 4/7/2008

Time Surveyed 10:15 am to 10:35 am

85th % 52

Pace 43-52 mph

% In Pace 72%

Of Vehicles 129

Posted Speed Limit 50

New Speed Limit 50

Accident Rate (Acc/MVM) HB= 1.24 STATE= 2.40

Performed By Jim Escutia

Approved: City Of Huntington Beach

Date:

Bob Stachelski, Transportation Manager
R.T.E. 1651

Remarks

of Lanes ☐ Two ☐ Three ☒ Four ☐ Six Other

Median ☒ Raised ☐ Painted ☐ Painted Center Line

Bike Lanes ☒ Yes ☐ No

Grading ☒ Flat ☐ Sloped ☐ OCFCD Channel

Parking ☐ Yes ☒ No

Land Use ☒ Commercial ☐ Industrial ☒ Residential

Complete section below to certify a copy of this original survey.

This document is a correct copy of the original in the PW Dept.

Date

Sign

Title

City of Huntington Beach CA Public Works Department

G-2²⁴

MPH	NB/SB	EB/WB	TOTAL
70			0
69			0
68			0
67			0
66			0
65			0
64			0
63	1		1
62	0		0
61	0		0
60	1		1
59	0		0
58	1		1
57	2		2
56	5		5
55	3		3
54	5		5
53	5		5
52	5		5
51	5		5
50	9		9
49	14		14
48	13		13
47	13		13
46	10		10
45	10		10
44	10		10
43	9		9
42	9		9
41	6		6
40	5		5
39	4		4
38	3		3
37	1		1
36	2		2
35	0		0
34	0		0
33	1		1
32	0		0
31	1		1
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0

CITY OF HUNTINGTON BEACH, CA
Traffic Engineering Speed Survey

Street Surveyed Brookhurst St

Between Banning to Atlanta Ave

Date Surveyed 4/22/2008

Time Surveyed 10:35 am to 11:00 am

85th % 52

Pace 44-53 mph

% In Pace 67%

Of Vehicles 153

Posted Speed Limit 45

New Speed Limit 45

Accident Rate (Acc/MVM) HB= 1.24 STATE= 2.40

Performed By Jim Escutia

Approved: City Of Huntington Beach

Date:

Bob Stachelski, Transportation Manager
R.T.E. 1651

Remarks Multi-family residential and commercial frontage.

Curved roadway section. Raised median with heavy landscaping

limiting sight distance. Many driveways, both commercial and
residential with several tract entrance intersections.

Combination of on-street parking activity and design speed

support a 5 mph reduction from the 85th percentile speed to

facilitate the safe and orderly movement of vehicles.

of Lanes ☐ Two ☐ Three ☐ Four ☒ Six Other _____

Median ☒ Raised ☐ Painted ☐ Painted Center Line

Bike Lanes ☐ Yes ☒ No

Grading ☒ Flat ☐ Sloped ☐ OCFCD Channel

Parking ☒ Yes ☐ No

Land Use ☒ Commercial ☐ Industrial ☒ Residential

Complete section below to certify a copy of this original survey.

This document is a correct copy of the original in the PW Dept.

Date

Sign

Title

City of Huntington Beach CA Public Works Department

G-2 ²⁵

MPH	NB/SB	EB/WB	TOTAL
70			0
69			0
68			0
67			0
66			0
65			0
64			0
63			0
62			0
61			0
60			0
59	2		2
58	1		1
57	0		0
56	1		1
55	1		1
54	0		0
53	4		4
52	0		0
51	4		4
50	11		11
49	10		10
48	10		10
47	10		10
46	12		12
45	9		9
44	10		10
43	9		9
42	8		8
41	6		6
40	5		5
39	5		5
38	7		7
37	4		4
36	2		2
35	2		2
34	0		0
33	0		0
32	0		0
31	0		0
30	1		1
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0

CITY OF HUNTINGTON BEACH, CA

Traffic Engineering Speed Survey

Street Surveyed Brookhurst St

Between Atlanta Ave to Adams Ave

Date Surveyed 4/8/2008

Time Surveyed 11:10 am to 11:35 am

85th % 50

Pace 41 - 50

% In Pace 71%

Of Vehicles 134

Posted Speed Limit 45

New Speed Limit 45

Accident Rate (Acc/MVM) HB= 1.09 STATE= 2.40

Performed By Jim Escutia

Approved: City Of Huntington Beach

Date:

Bob Stachelski, Transportation Manager
R.T.E. 1651

Remarks Several major tract entrances. Many elementary and

middle school pedestrians and cyclists, esp. near Indianapolis.

Heavily landscaped medians and limited sight distance from

driveways and tract entrances. Sight distance, design speed and

school pedestrian activity combine to support a posted speed limit

5 mph below the 85th percentile speed to facilitate the safe and

orderly movement of vehicle, bicycle and pedestrian traffic.

of Lanes ☐ Two ☐ Three ☐ Four ☒ Six Other
Median ☒ Raised ☐ Painted ☐ Painted Center Line
Bike Lanes ☒ Yes ☐ No
Grading ☒ Flat ☐ Sloped ☐ OCFCD Channel
Parking ☐ Yes ☒ No
Land Use ☒ Commercial ☐ Industrial ☒ Residential

Complete section below to certify a copy of this original survey.

This document is a correct copy of the original in the PW Dept.

Date Sign Title
City of Huntington Beach CA Public Works Department

G-2 26

MPH	NB/SB	EB/WB	TOTAL
70			0
69			0
68			0
67			0
66			0
65			0
64	1		1
63	0		0
62	0		0
61	0		0
60	1		1
59	0		0
58	0		0
57	0		0
56	0		0
55	2		2
54	0		0
53	3		3
52	3		3
51	5		5
50	4		4
49	4		4
48	6		6
47	10		10
46	8		8
45	18		18
44	11		11
43	16		16
42	9		9
41	8		8
40	6		6
39	4		4
38	4		4
37	2		2
36	2		2
35	4		4
34	1		1
33	0		0
32	1		1
31	1		1
30	1		1
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0

CITY OF HUNTINGTON BEACH, CA
Traffic Engineering Speed Survey

Street Surveyed Brookhurst St

Between Adams Ave to Garfield Ave

Date Surveyed 4/21/2008

Time Surveyed 11:25 am to 11:55 am

85th % 49

Pace 39 - 48 mph

% In Pace 71%

Of Vehicles 135

Posted Speed Limit 45

New Speed Limit 45

Accident Rate (Acc/MVM) HB= 1.40 STATE= 2.40

Performed By Jim Escutia

Approved: City Of Huntington Beach

Date:

Bob Stachelski, Transportation Manager
R.T.E. 1651

Remarks Frontage roads in several sections. Several residential
tract entrances. Dense pockets of commercial driveways near
major intersections. Operational difficulties related to frontage road
traffic along with pockets of heavy commercial access traffic support
a posted speed limit 5 mph below the 85th percentile speed for the
safe and orderly movement of traffic.

of Lanes ☐ Two ☐ Three ☐ Four ☒ Six Other _____

Median ☒ Raised ☐ Painted ☐ Painted Center Line

Bike Lanes ☐ Yes ☒ No

Grading ☒ Flat ☐ Sloped ☐ OCFC Channel

Parking ☐ Yes ☒ No

Land Use ☒ Commercial ☐ Industrial ☒ Residential

Complete section below to certify a copy of this original survey.

This document is a correct copy of the original in the PW Dept.

Date

Sign

Title

City of Huntington Beach CA Public Works Department

G.2²⁷

MPH	NB/SB	EB/WB	TOTAL
70			0
69			0
68			0
67			0
66			0
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57	1		1
56	0		0
55	0		0
54	0		0
53	2		2
52	2		2
51	4		4
50	5		5
49	4		4
48	5		5
47	6		6
46	7		7
45	6		6
44	9		9
43	10		10
42	13		13
41	9		9
40	14		14
39	14		14
38	11		11
37	8		8
36	6		6
35	6		6
34	5		5
33	2		2
32	2		2
31	2		2
30	0		0
29	0		0
28	1		1
27	1		1
26			0
25			0
24			0
23			0
22			0
21			0
20			0

CITY OF HUNTINGTON BEACH, CA
Traffic Engineering Speed Survey

Street Surveyed Bushard Street

Between Brookhurst St to Hamilton Ave

Date Surveyed 4/21/2008

Time Surveyed 9:00 am to 9:40 am

85th % 47

Pace 37 -46

% In Pace 65%

Of Vehicles 155

Posted Speed Limit 45

New Speed Limit 40

Accident Rate (Acc/MVM) HB= 0.38 STATE= 2.10

Performed By Jim Escutia

Approved: City Of Huntington Beach

Date:

Bob Stachelski, Transportation Manager
R.T.E. 1651

Remarks Pockets of on-street parking. Arterial-arterial all-way stop
at Banning Ave. Substantial school age pedestrian and bicycle traffic.
Southern street section has a lower design speed due to roadway
curvature. Limited sight distance in residential areas with on-street
parking, reducing design speed.
Combination of school pedestrian and bicycle activity, visibility of
all-way stop control and design speed support a reduction in posted
speed limit 5 mph below 85th percentile speed for the safe and
orderly flow of vehicle, bicycle and pedestrian traffic.

of Lanes ☐ Two ☐ Three ☒ Four ☐ Six Other _____

Median ☐ Raised ☒ Painted ☒ Painted Center Line

Bike Lanes ☒ Yes ☐ No

Grading ☒ Flat ☐ Sloped ☐ OCFC D Channel

Parking ☒ Yes ☐ No

Land Use ☐ Commercial ☐ Industrial ☒ Residential

Complete section below to certify a copy of this original survey.

This document is a correct copy of the original in the PW Dept.

Date

Sign

Title

City of Huntington Beach CA Public Works Department

G-2²⁸

MPH	NB/SB	EB/WB	TOTAL
70			0
69			0
68			0
67			0
66			0
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58	1		1
57	0		0
56	1		1
55	0		0
54	2		2
53	2		2
52	3		3
51	0		0
50	3		3
49	4		4
48	4		4
47	7		7
46	9		9
45	6		6
44	15		15
43	11		11
42	11		11
41	8		8
40	13		13
39	8		8
38	7		7
37	5		5
36	3		3
35	4		4
34	1		1
33	1		1
32	0		0
31	1		1
30	0		0
29	1		1
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0

CITY OF HUNTINGTON BEACH, CA
Traffic Engineering Speed Survey

Street Surveyed Bushard Street

Between Hamilton Ave to Indianapolis Ave

Date Surveyed 4/21/2008

Time Surveyed 10:10 am to 10:40 am

85th % 47

Pace 38 - 47

% In Pace 73%

Of Vehicles 131

Posted Speed Limit 45

New Speed Limit 40

Accident Rate (Acc/MVM) HB= 0.46 STATE= 2.40

Performed By Jim Escutia

Approved: City Of Huntington Beach

Date:

Bob Stachelski, Transportation Manager
R.T.E. 1651

Remarks Substantial elementary and middle school pedestrian,

bicycle and vehicle traffic in northern portion of segment. Several

major residential tract entries. Adjacent park between Hamilton

and Atlanta. Crossing guard south of Indianapolis Ave.

Significant school pedestrian and bicycle activity outside of posted

formal school zone supports a 5 mph of posted speed below the 85th

percentile speed to facilitate the safe and orderly movement of

vehicle, bicycle and pedestrian traffic.

of Lanes ☐ Two ☐ Three ☒ Four ☐ Six Other

Median ☐ Raised ☒ Painted ☐ Painted Center Line

Bike Lanes ☒ Yes ☐ No

Grading ☒ Flat ☐ Sloped ☐ OCFCD Channel

Parking ☐ Yes ☒ No

Land Use ☐ Commercial ☐ Industrial ☒ Residential

Complete section below to certify a copy of this original survey.

This document is a correct copy of the original in the PW Dept.

Date

Sign

Title

City of Huntington Beach CA Public Works Department

G-2²⁹

MPH	NB/SB	EB/WB	TOTAL
70			0
69			0
68			0
67			0
66			0
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53	1		1
52	3		3
51	1		1
50	2		2
49	3		3
48	5		5
47	4		4
46	8		8
45	9		9
44	7		7
43	11		11
42	10		10
41	9		9
40	9		9
39	5		5
38	3		3
37	4		4
36	4		4
35	2		2
34	2		2
33	0		0
32	0		0
31	1		1
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0

CITY OF HUNTINGTON BEACH, CA
Traffic Engineering Speed Survey

Street Surveyed Bushard Street

Between Indianapolis Ave to Yorktown Ave

Date Surveyed 4/21/2008

Time Surveyed 9:40 am to 10:05 am

85th % 47

Pace 39 - 48

% In Pace 75%

Of Vehicles 103

Posted Speed Limit 45

New Speed Limit 40

Accident Rate (Acc/MVM) HB= 0.13 STATE= 2.40

Performed By Jim Escutia

Approved: City Of Huntington Beach

Date:

Bob Stachelski, Transportation Manager
R.T.E. 1651

Remarks Uncontrolled crossing at Yellowstone with significant
school pedestrian and adult pedestrian activity to adjacent school
and park. Crossing guard near Yorktown at uncontrolled intersection.
Several major residential tract entrances throughout segment.
Significant school pedestrian and bicycle activity supports a reduction
of 5 mph from the 85th percentile speed to facilitate the safe and
orderly movement of vehicles, bicycles and pedestrians.

of Lanes ☐ Two ☐ Three ☒ Four ☐ Six Other _____

Median ☐ Raised ☒ Painted ☐ Painted Center Line

Bike Lanes ☒ Yes ☐ No

Grading ☒ Flat ☐ Sloped ☐ OCFCD Channel

Parking ☐ Yes ☒ No

Land Use ☐ Commercial ☐ Industrial ☒ Residential

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Date

Sign

Title

City of Huntington Beach CA Public Works Department

G-2³⁰

MPH	NB/SB	EB/WB	TOTAL
70			0
69			0
68			0
67			0
66			0
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56	2		2
55	0		0
54	1		1
53	4		4
52	3		3
51	8		8
50	3		3
49	8		8
48	9		9
47	9		9
46	8		8
45	7		7
44	7		7
43	11		11
42	9		9
41	8		8
40	8		8
39	5		5
38	3		3
37	3		3
36	0		0
35	0		0
34	4		4
33			0
32			0
31			0
30			0
29			0
28			0
27			0
26			0
25			0
24			0
23			0
22			0
21			0
20			0

CITY OF HUNTINGTON BEACH, CA
Traffic Engineering Speed Survey

Street Surveyed Bushard Street

Between Yorktown Ave to Garfield Ave

Date Surveyed 4/22/2008

Time Surveyed 10:45 am to 11:10 am

85th % 50

Pace 40 - 49

% In Pace 69%

Of Vehicles 120

Posted Speed Limit 45

New Speed Limit 45

Accident Rate (Acc/MVM) HB= 0.10 STATE= 2.40

Performed By Jim Escutia

Approved: City Of Huntington Beach

Date:

Bob Stachelski, Transportation Manager
R.T.E. 1651

Remarks Speed limits in adjacent segments 40 mph to south
and 45 mph to north in Fountain Valley. Adjacent park in middle of
segment. OCFD channel adjacent to park reduces overall design
speed and limits sight distance from major tract entrances.
Speed limit transition between segments and design speed
limitations within segment support a reduction of posted speed limit
below the 85th percentile for the safe and orderly flow of traffic.

of Lanes ☐ Two ☐ Three ☒ Four ☐ Six Other _____

Median ☐ Raised ☒ Painted ☐ Painted Center Line

Bike Lanes ☒ Yes ☐ No

Grading ☒ Flat ☐ Sloped ☒ OCFCD Channel

Parking ☐ Yes ☒ No

Land Use ☒ Commercial ☐ Industrial ☒ Residential

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Date

Sign

Title

City of Huntington Beach CA Public Works Department

G-2³¹

MPH	WB	EB	TOTAL
70			0
69			0
68			0
67			0
66			0
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44	1		1
43	1		1
42	2		2
41	3	2	5
40	2	4	6
39	1	4	5
38	4	3	7
37	4	4	8
36	3	4	7
35	4	3	7
34	5	2	7
33	4	4	8
32	3	8	11
31	3	3	6
30	1	3	4
29	4	2	6
28	4	3	7
27	2	1	3
26	1		1
25			0
24			0
23		1	1
22		1	1
21			0
20			0

CITY OF HUNTINGTON BEACH, CA
Traffic Engineering Speed Survey

Street Surveyed Center

Between Gothard and I-405 Ramp

Date Surveyed 4/29/2008

Time Surveyed 10:40am - 10:58am

85th % 39 M.P.H.

Pace 31 - 40 M.P.H.

% In Pace 69%

Of Vehicles 104

Posted Speed Limit 35

New Speed Limit 35

Accident Rate (Acc/MVM) HB= 1.18 STATE= 3.35

Performed By Antonio

Approved: City Of Huntington Beach

Date:

Bob Stachelski, Transportation Manager
R.T.E. 1651

Remarks Old World Center and Mall, no on street parking, two

way left turn lane. Local street on FAU map. Low design

speed due to roadway alignment. Golden West College access.

Design speed limitations of roadway support a posted speed limit

5 mph below the 85th percentile for the safe and orderly movement

of traffic.

of Lanes ☐ Two ☐ Three ☒ Four ☐ Six Other _____

Median ☐ Raised ☒ Painted ☐ Painted Center Line

Bike Lanes ☐ Yes ☒ No

Grading ☒ Flat ☐ Sloped ☐ OCFCD Channel

Parking ☐ Yes ☒ No

Land Use ☒ Commercial ☐ Industrial ☐ Residential

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Date

Sign

Title

City of Huntington Beach CA Public Works Department

G-2³²

MPH	NB	SB	TOTAL
70			0
69			0
68			0
67			0
66			0
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47	1		1
46			0
45			0
44			0
43			0
42			0
41			0
40			0
39			0
38			0
37		1	1
36			0
35			0
34	1		1
33	1	2	3
32	1	2	3
31	4	4	8
30	2	4	6
29	1	2	3
28	4	6	10
27	4		4
26	1	1	2
25	1	2	3
24	3	3	6
23	1		1
22	2	1	3
21	1		1
20			0

CITY OF HUNTINGTON BEACH, CA
Traffic Engineering Speed Survey

Street Surveyed Channel

Between Admiralty and Gilbert

Date Surveyed 4/25/2008

Time Surveyed 3:10pm - 4:00pm

85th % 31 M.P.H.

Pace 24 - 33 M.P.H.

% In Pace 86%

Of Vehicles 56

Posted Speed Limit 30

New Speed Limit 30

Accident Rate (Acc/MVM) HB= 0.00 STATE= 3.05

Performed By Antonio

Approved: City Of Huntington Beach

Date:

Bob Stachelski, Transportation Manager
R.T.E. 1651

Remarks Dip

Local street on FAU map

of Lanes ☒ Two ☐ Three ☐ Four ☐ Six Other _____

Median ☐ Raised ☐ Painted ☒ Painted Center Line

Bike Lanes ☐ Yes ☒ No

Grading ☒ Flat ☐ Sloped ☐ OCFCD Channel

Parking ☒ Yes ☐ No

Land Use ☐ Commercial ☐ Industrial ☒ Residential

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Date

Sign

Title

City of Huntington Beach CA Public Works Department

G-2³³

MPH	EB	WB	TOTAL
70			0
69			0
68			0
67			0
66			0
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40		1	1
39			0
38			0
37	2	2	4
36	5	3	8
35			0
34	7	9	16
33	2	3	5
32	4	4	8
31		4	4
30	8	8	16
29	7	2	9
28	3	5	8
27	5		5
26		2	2
25	3		3
24		2	2
23	1	1	2
22		1	1
21		3	3
20	1		1

CITY OF HUNTINGTON BEACH, CA
Traffic Engineering Speed Survey

Street Surveyed Clay

Between Main and Beach

Date Surveyed 4/16/2008

Time Surveyed 12:22pm - 12:53pm

85th % 33 M.P.H.

Pace 27 - 36 M.P.H.

% In Pace 81%

Of Vehicles 97

Posted Speed Limit 30

New Speed Limit 30

Accident Rate (Acc/MVM) HB= 14.47 STATE= 3.05

Performed By Antonio

Approved: City Of Huntington Beach

Date:

Bob Stachelski, Transportation Manager
R.T.E. 1651

Remarks Multiple STOP controls, on street parking

Accident rate exceed expected by a substantial amount.

Accident rate and density of parking activity along street support

a posted speed limit 5 mph below the 85th percentile speed to

facilitate the safe and orderly movement of traffic.

of Lanes ☒ Two ☐ Three ☐ Four ☐ Six Other _____

Median ☐ Raised ☐ Painted ☒ Painted Center Line

Bike Lanes ☐ Yes ☒ No

Grading ☒ Flat ☐ Sloped ☐ OCFCD Channel

Parking ☒ Yes ☐ No

Land Use ☐ Commercial ☐ Industrial ☒ Residential

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Date

Sign

Title

City of Huntington Beach CA Public Works Department

G-2³⁴

MPH	NB	SB	TOTAL
70			0
69			0
68			0
67			0
66			0
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41			0
40		2	2
39	1		1
38		1	1
37		1	1
36	1		1
35	1		1
34	1	2	3
33	1		1
32	1	2	3
31	2		2
30		2	2
29	2	1	3
28	1		1
27	2		2
26			0
25	1		1
24		1	1
23	1		1
22			0
21			0
20			0

CITY OF HUNTINGTON BEACH, CA
Traffic Engineering Speed Survey

Street Surveyed Coldwater

Between Adams and Yorktown

Date Surveyed 4/23/2008

Time Surveyed 10:00am - 10:40am

85th % 37 M.P.H.

Pace 27 - 36 M.P.H.

% In Pace 70%

Of Vehicles 27

Posted Speed Limit 30

New Speed Limit 30

Accident Rate (Acc/MVM) HB= 3.30 STATE= 3.05

Performed By Antonio

Approved: City Of Huntington Beach

Date:

Bob Stachelski, Transportation Manager
R.T.E. 1651

Remarks On street parking, accident rate slightly higher than
average. Adjacent park along 2/3 of segment. Three horizontal
curves with 400 foot centerline radii.

Design speed and accident rate support a reduction of 5 mph from the
85th percentile speed for the safe and orderly movement of traffic.

of Lanes ☒ Two ☐ Three ☐ Four ☐ Six Other _____

Median ☐ Raised ☐ Painted ☒ Painted Center Line

Bike Lanes ☐ Yes ☒ No

Grading ☒ Flat ☐ Sloped ☐ OCFCD Channel

Parking ☒ Yes ☐ No

Land Use ☐ Commercial ☐ Industrial ☒ Residential

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Date	Sign	Title
City of Huntington Beach CA Public Works Department		

G-2³⁵

MPH	NB	SB	TOTAL
70			0
69			0
68			0
67			0
66			0
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43			0
42			0
41		1	1
40			0
39	1		1
38			0
37			0
36		1	1
35	2		2
34	1	4	5
33	4	1	5
32	2	4	6
31	2	4	6
30	4	4	8
29	4	3	7
28	2	4	6
27	5	3	8
26	3	6	9
25	5	5	10
24	2	2	4
23	6	4	10
22	4		4
21	3	1	4
20		2	2

CITY OF HUNTINGTON BEACH, CA

Traffic Engineering Speed Survey

Street Surveyed Countess
Between Portofino and Edinger
Date Surveyed 4/25/2008
Time Surveyed 2:45pm - 2:58pm
85th % 32 M.P.H.
Pace 23 - 32 M.P.H.
% In Pace 75%
Of Vehicles 97
Posted Speed Limit 30
New Speed Limit 30
Accident Rate (Acc/MVM) HB= 3.00 STATE= 3.05
Performed By Antonio

Approved: City Of Huntington Beach

Date:

Bob Stachelski, Transportation Manager
R.T.E. 1651

Remarks Local street on FAU map, average accident rate

of Lanes ☒ Two ☐ Three ☐ Four ☐ Six Other _____
Median ☐ Raised ☐ Painted ☒ Painted Center Line
Bike Lanes ☐ Yes ☒ No
Grading ☒ Flat ☐ Sloped ☐ OCFC Channel
Parking ☒ Yes ☐ No
Land Use ☐ Commercial ☐ Industrial ☒ Residential

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Date _____ Sign _____ Title _____
City of Huntington Beach CA Public Works Department

G-2³⁶

MPH	WB	EB	TOTAL
70			0
69			0
68			0
67			0
66			0
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53			0
52			0
51			0
50			0
49			0
48			0
47			0
46			0
45			0
44			0
43		1	1
42			0
41	1		1
40		1	1
39			0
38	1	2	3
37	1		1
36		3	3
35	4	2	6
34	3	1	4
33	6	6	12
32	5	3	8
31	2	3	5
30	8	7	15
29	1	2	3
28	5	6	11
27	2	3	5
26	3	3	6
25	2	4	6
24	3	1	4
23	2	2	4
22	1		1
21		1	1
20			0

CITY OF HUNTINGTON BEACH, CA
Traffic Engineering Speed Survey

Street Surveyed Davenport

Between Edgewater and Algonquin

Date Surveyed 4/24/2008

Time Surveyed 11:19am - 11:45am

85th % 34 M.P.H.

Pace 26 - 35 M.P.H.

% In Pace 74%

Of Vehicles 101

Posted Speed Limit 35

New Speed Limit 35

Accident Rate (Acc/MVM) HB= 0.00 STATE= 3.05

Performed By Antonio

Approved: City Of Huntington Beach

Date:

Bob Stachelski, Transportation Manager
R.T.E. 1651

Remarks Local street on FAU map, low accident rate, curves

of Lanes ☒ Two ☐ Three ☐ Four ☐ Six Other

Median ☐ Raised ☐ Painted ☒ Painted Center Line

Bike Lanes ☐ Yes ☒ No

Grading ☒ Flat ☐ Sloped ☐ OCFC Channel

Parking ☒ Yes ☐ No

Land Use ☐ Commercial ☐ Industrial ☒ Residential

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Date

Sign

Title

City of Huntington Beach CA Public Works Department

G-2³⁷

MPH	SB	NB	TOTAL
70			0
69			0
68			0
67			0
66			0
65			0
64			0
63			0
62			0
61			0
60			0
59			0
58			0
57			0
56			0
55			0
54			0
53	1		1
52	1		1
51		1	1
50			0
49	2	1	3
48			0
47	2		2
46	1	2	3
45	2		2
44	4	3	7
43	2	2	4
42	1		1
41	5	4	9
40	2	2	4
39	7	5	12
38	4	1	5
37	3	4	7
36	5	4	9
35	4	2	6
34	2	4	6
33	3	3	6
32		3	3
31		1	1
30		2	2
29			0
28		1	1
27		1	1
26		3	3
25		1	1
24			0
23			0
22			0
21			0
20			0

CITY OF HUNTINGTON BEACH, CA
Traffic Engineering Speed Survey

Street Surveyed Delaware

Between Atlanta and Adams

Date Surveyed 4/16/2008

Time Surveyed 10:43am - 11:03am

85th % 43 M.P.H.

Pace 32 - 41 M.P.H.

% In Pace 66%

Of Vehicles 101

Posted Speed Limit 35

New Speed Limit 35

Accident Rate (Acc/MVM) HB= 3.27 STATE= 3.05

Performed By Antonio

Approved: City Of Huntington Beach

Date:

Bob Stachelski, Transportation Manager
R.T.E. 1651

Remarks Heavy on-street parking use with single family
and multi-family residential frontage. Significant pedestrian traffic,
Public active use park near Detroit Ave. Significant portions without
improved sidewalk and pedestrians walking in street. Accident rate
higher than average. Sight distance restrictions at several intersections
due to parking demand. Pedestrian and sight distance conditions,
along with elevated accident rate support a speed posting 5 mph less
than the 85th percentile speed for the safe and orderly movement of
vehicles and pedestrians.

of Lanes ☒ Two ☐ Three ☐ Four ☐ Six Other _____

Median ☐ Raised ☐ Painted ☒ Painted Center Line

Bike Lanes ☐ Yes ☒ No

Grading ☒ Flat ☐ Sloped ☐ OCFCD Channel

Parking ☒ Yes ☐ No

Land Use ☐ Commercial ☐ Industrial ☒ Residential

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Date

Sign

Title

City of Huntington Beach CA Public Works Department

G-2³⁸